

FLD 985

COUNTRY East Germany 25X1 REPORT

TOPIC Volkspolizei Luft

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT June to 10 July 1953

DATE OBTAINED 25X1 DATE PREPARED 11 August 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The VPL headquarters in Berlin-Johannisthal was to be transferred to Cottbus in June 1953. The VPL central supply depot was located in Goerlitz. Its chief was, probably Lieutenant Daniel. ¹
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2. The 1st VPL Div with Major Wilpert as commanding officer was to move to Drewitz airfield until 1 October 1953. The supply organization and its headquarters was stationed at Augustusbad. Kamenz airfield which was not suitable for MiG-15s, was planned to be occupied by a school for basic pilots until construction work was done on the runway. ²
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3. On 10 July, repair work was being done at the Funker Kaserne in Cottbus. In July, jet planes and radar sets were again taken over by the Soviets. The personnel of the division learned that the runway mats at Bautzen airfield were considered to be unsuitable. ⁴
4. Since mid-June 1953, the 2d Regt of the 1st VPL Div has been stationed at Drewitz airfield. ² The commanding officer of this regiment was Captain Goppel who was previously charged with flight training. ⁵
5. Between mid-June and 1 July, no flights were made by the 1st VPL Div. On 1 July, air activity was resumed by the Soviet pilots who were employed as flight instructors. ³ On and after 17 June, alert status 1 was ordered for the VPL personnel at Cottbus. For the first time on 19 June, between 1 p.m. and 4 p.m., the married personnel were again allowed to go to their families in the military post. Alert status was in force until 27 June and unmarried personnel were restricted to quarters until 1 July. During the alert, instruction was given for pilots and technical personnel and carbine firing was practiced by all officers and flight personnel. Firing was practiced in prone position at head targets 100 meters distant. After 26 June, the members of the other units practiced firing.

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6. The training course for the pilots of the former German Air Force was to start on 4 July. [redacted] these trainees were to be trained as flight instructors together with those pilots of the current courses who were unqualified to fly MiG-15 planes. 6 Allegedly, the school at Kamenz was to become the first pilot school. 2
7. On 18 June, flight personnel were employed against the workers at the field who were going to free a detail of German convicts. No incidents occurred as the workers withdrew when Soviet tanks arrived. Some workers were arrested by the Soviets. 2
8. The leaves for the year for headquarters personnel of the 1st VPL Div were to start on 10 July; expected were those members who had reserved a place at a health resort at an earlier date. Leave during the weekend was suspended.

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25X1 [redacted] Comment. The transfer of the VPL operations staff from Berlin-Johannisthal to Cottbus was previously reported [redacted]

25X1 [redacted] The central supply depot was apparently transferred to Rauschwalder Strasse in Goerlitz. Lieutenant Daniel (fma) is reported for the first time.

25X1 [redacted] Comment. The transfer of the 2d VPL Regt 602 from Kamenz and Dresden-Klotzsche to Drewitz was reported previously. [redacted]

25X1 [redacted] Kamenz airfield which apparently is not serviceable for jet planes will be used for initial training of VPL pilots on Yak-18 planes. Probably, this basic pilot school will be attended by pilots of all VPL regiments while, previously, the pilots had been trained with their respective regiments. Since the VPL operations staff is stationed in Cottbus, it is possible that the headquarters of the 1st VPL Div 600 will be transferred to Drewitz.

25X1 [redacted] Comment. The correctness of the information that MiG-15s which had arrived in Cottbus in April 1953 were returned to the Soviets by the VPL cannot be determined. The VPL possibly will retain only U-MiG-15s, while combat aircraft equipment will not be made available for the VPL regiments. However, if this is true, the return of MiG-15s to the Soviets must be considered as a consequence of the June disturbances. The air activity observed in Cottbus in early July 1953 indicates that only pilots of the Soviet training regiments and no VPL members flew the MiG-15s. [redacted]

25X1 [redacted] Comment. [redacted] the auxiliary runway of runway mats at Bautzen-Litten airfield was not serviceable. The 3rd VPL Regt 603 is still stationed in Cottbus. 25X1

25X1 [redacted] Comment. Captain Seppel previously was the chief of the flight training section at the headquarters of the VPL Div 600. Apparently some changes occurred particularly among the commanding officers of the regiments and technical battalions. [redacted]

25X1 [redacted] Comment. Most of the pilots of the former German Air Force are probably to be employed as instructors for basic flight training as they are too old for flying jet planes.

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